Date Permit Issued	*Place*	*Waterway*	*Nature of Improvement*
18 May 1942	New York, N. Y.	Jamaica River	J. F. Kennedy Int'l Airport runways 12,000 feet long.
25 April 1963	Staten Island, N. Y.	Lower N. Y. Bay	Department of Parks to build rock-filled dikes and place fill shoreward thereof.
14 August 1929	Port Deposit, Md.	Susquehanna River	Railroad embankment with riprap on river side
8 March 1963	Alexandria, Va.	Potomac River	National Park Service to build retaining structure and then fill shoreward.
3 September 1940	Hampton, Va.	Mill Creek.	Enlarge Fort Monroe by construction of earth dikes and steel bulkheads to be filled hydraulically with 1,300,000 cubic yards of material.
15 February 1928	New Orleans, La.	Lake Pontachartrain	Fill 2,000 feet into lake by Board of Levee Commissioners.
29 March 1956	Petersburg, Alaska	Wrangell Narrows	Bulkhead and fill for parking and waterfront street.
25 May 1927	Portland, Ore.	Willamette River	Timber crib and fill for street one mile along river.
30 July 1953	Coos Bay, Ore.	Poney Slough	2,400 foot long earth fill for railroad bed.
20 July 1967	Oregon	Cowlitz River	400,000 cubic yard fill along 6,000 feet of river for use by Northern Pacific Railway Co.
20 November 1964	Louisville, Ky.	Ohio River	Ramdon stone fill for two miles along bank, behind which State filled for highway.
6 September 1966	Ottawa County, Ohio	Lake Erie	Expansion of East Harbor State Park by creating fill 500 feet by 6,000 feet.

Clearly, such long standing administrative practice wherein the Corps of Engineers has consistently granted such permits without requiring Congress to pass on each and every such application should not be swept away by the ill-considered decision of the Court below.

CONCLUSION

Petition for a writ of certiorari to the United States Court of Appeals should be granted.

Dated: New York, New York, October 16, 1970.

Respectfully submitted,

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